

# Day to Resign As Chancellor Of Syracuse U.

## Decision To Be Communicated as He Ends 27th Year as Head of Institution

### Work Too Heavy at 76

### Seeks Freedom to Travel and Devote His Time to Books He Aims to Write

SYRACUSE, June 5.—Dr. James Roscoe Day announced to-night that he would offer his resignation as Chancellor of Syracuse University at a meeting of the board of trustees on Friday. Chancellor Day, who will be seventy-six years old on October 17, completes with commencement this week twenty-seven years at the head of the university.

"I feel that I owe to my wife and daughter a closer companionship in my remaining years," Chancellor Day said in making known his intention to resign. "They have been fearful of my welfare if I give up my work, fearing that the reaction, the freedom from labor, might break my health. But they are now convinced that my mind and my heart are set upon several years of travel and study and work of a less wearing sort."

"I want to be relieved of the great responsibilities, the numerous burdens and the endless detail of conducting so great an institution as a university with more than five thousand students. I have been able to do a prodigious amount of work in the past because of the strength of body which was given me, but this must come to an end."

"I shall never free my mind, of course, from close association with Syracuse University. I shall always stand ready to do anything to help her."

The university has been, and always will be, the biggest part of my life. "Many of my friends have been telling me for some time that I ought to devote more of my time to writing. The only way I can get to the books I want to write—among them one already started—is for me to cut away from the chancellorship. Only through freedom of time and freedom from direct personal obligations upon me can I properly reflect upon the incidents of my seventy-five years for the book of my life which so many have asked me to write."

Aside from his administration of university affairs, Chancellor Day frequently has attracted public attention and interest through his speeches, writings and acts not strictly administrative in character. Some of his utterances have provoked wide comment.

# Sightseeing Air Busses Take First Trips Over City

## Aerial Boats, Each Carrying 4 Passengers, a Mechanic and Pilot, Watched by Riverside Drive Crowds

One more way of "seeing New York" was added to the countless methods yesterday in vogue with the inauguration of the first sightseeing air busses of the Aeromarine Airways, Inc.

While thousands of strollers on Riverside Drive looked on at the company took off on the Hudson River at Eighty-second Street. The flying bus, carrying four passengers, a mechanic and a pilot, flew up and down the Hudson over the upper bay, up the East River and around Spuyten Duyvil and back to the starting point.

The three busses, which were in operation throughout the afternoon, carried scores of guests of the company over the air route, which gives an unusual and distinctive view of the city obtained by no other method of sightseeing.

The inaugural flight started from the ocean-going yacht, Wadena, which is moored in the Hudson at the foot of Eighty-second Street. Here Ingles M. Uppercu, president of the Aeromarine Plane and Motor Company; Charles F. Redden, president of the Aerodrome Airways Company; and C. J. Zimmerman, chief test pilot for the Aeromarine Airways, Inc., and others welcomed guests of the line.

Owing to altitude, it is possible for

# Will Quit College Post



James Roscoe Day  
Chancellor of Syracuse University,  
who announces he will tender his  
resignation.

an observer from one of the flying busses to see not only the docks and waterfront, but also the big features in the center of Manhattan. Central Park, Broadway and other landmarks are seen from an entirely new and interesting viewpoint.

# One Air Loop Kills Laura Bromwell

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plane had been in the air only twelve minutes when it began to fall.

Last August Miss Bromwell looped the loop eighty-seven times. It was this success that determined her to try for the world's record, which she smashed in her sensational 199 loop performance of May 15.

Miss Bromwell was twenty-six years old. She was a pupil of the Curtiss Flying School and one of the most promising aviators being trained under those auspices.

## Relative of Ohio Judge

Miss Bromwell was a relative of Jacob Bromwell, former judge of the Common Pleas Court of Cincinnati. Her parents died in 1917 and 1918, within a few months of each other. The young woman was always of an adventurous disposition. She once dived off the Cincinnati suspension bridge into the Ohio River on a wager. Since her parents died Miss Bromwell had lived with an aunt.

Miss Bromwell went to Virginia late in 1918 to aid the Liberty Loan drive in that state. It was during that time that she sold most Liberty bonds would be taken aloft in a government airplane lent impetus to Miss Bromwell's efforts. She won by selling \$21,000 worth of bonds. After this initial ride with a government pilot, the young woman began training for aviation at Garden City, L. I., under the tutelage of Captain Richard Dewey.

She learned rapidly and within a short time was considered a finished pilot. She was the first woman to receive a pilot's license from the Aero Club of America and the tenth woman in the United States to receive a license. Miss Bromwell's laughing declaration with regard to flying was, "I'll fly until I marry. After that I'll never fly again."

R. H. Dewey, manager of Curtiss Flying Field, issued a statement last night in which he discussed the tragedy.

## Plane Out of Order

"Miss Bromwell's plane was out of order," said Mr. Dewey. "She borrowed a Canadian training-type machine, which, because of her small stature, she was not able to handle properly."

"I warned Miss Bromwell of this and urged her not to make the flight, but she disregarded my advice. In the middle of the second loop her cushion fell out of the machine. This let her down too far and evidently she could not reach her controls. That was why she could not right the plane. Examination of the machine has shown that all the controls were in perfect order."

It was learned later that the safety belt in the Canadian plane was set higher than in the American plane. Miss Bromwell, accustomed to the American plane, was unable, it is thought, to obtain leverage with her feet when the cushion slipped away from her.

# U. S. to Heal World Scars, Says Harding

(Continued from page one)

not always tragic, but develops its supreme offering in the dull prolonged suffering which glorifies abiding faith and unalterable resolution. We Americans have wrought so marvelously and so seemingly easily that it brings us to a new appreciation to stand amid the scenes of the dearly purchased Republic. We need to know the making of an inheritance to measure our own responsibility in its preservation.

"I thought as we rode through the park to-day—yielding our emotional reverence to the outward signs of the great memories, indicated by the preservation of the trenches and the reconstruction of the huts in which the patriots suffered—that if we can find satisfaction in these outward manifestations of their service and sacrifice, how much more important it is that we retain for all time the substance of things for which they contended."

"I do not mean to say that the order established by Washington and the heroes of Valley Forge is to be held to resist the order of human progress. The wonder of it is that they made that order so readily responsive to the mighty development of which they never dreamed. Our supreme task is to preserve the fundamentals of our New World liberty and guard against the abuses and injustices which have sought to attach themselves to the established order since the world began. The rational work of every civilization is to cure without destroying and guard against the enemies of liberty which come to us cloaked in pretended helpfulness."

"Here is the chief difficulty of the world to-day. In the turbulence and upheaval of a World War, when all humanity was distracted and distressed, the vandals who operate amid calamity have sought to loot suffering civilization. But an America dedicated to this shrine, if we could bring those who are the natural inheritors, and those who come to share our inheritance, we should affect a realization which would strengthen the American resolution."

"I am less impressed by our helpful example to the world, in whose firmament there are the shining stars of these beautiful hills, than I am impressed by liberty's bestowal on those who came to join us in the American achievement."

"I had an exceptional and unexpected and a most delightful welcome on yesterday afternoon. Before we had fairly viewed our surroundings there came romping and rollicking several hundred school children from Philadelphia, who had come out to Valley Forge to get youth's impress at this patriotic shrine. They voiced a most delightful welcome. They bestowed the reverence of innocence and unselfishness to one called to authority."

"Enthralled as I was by their chorus of cheer and cordiality, I found myself rivetted to a study of their faces. Perhaps they were all American-born, but their parents came from other lands as well as our own. Among their parents there may have been distinction in employment, in pursuits or in social status, but you could not distinguish it in these hopeful, rollicking children. They were the budding youths of honest, righteous, justice-loving democracy, destined to come to radiant bloom in the equality of American opportunity."

"This is the heritage from Valley Forge—equality of opportunity, sustained in justice, with maintained authority under law and order. This is what made America, it will lead us to future triumphs."

"I like to say to you—perhaps you like me to say it, because I am answering to you for the policy of the Republic—I believe I speak what is in your hearts, and in the heart of all America, when I say that we ought to have the courage, the appreciation, the

# Tulsa Black Belt Razed in Race Riots



View of the negro residential section as it appeared after the fires had burned out. More than ten blocks of homes were destroyed.

resolution, the conscience and the judgment, maintaining the undiminished, the inherited foundation of the fathers and, ever mindful of their suffering, still play our part to humanity in the generations to come. I can think of an America that can maintain every heritage and yet help humanity throughout the world to reach a little higher plane."

"But when I pledged our America to world helpfulness, at the same time I exacted the pledge that America will cling to her own independence of action and to her own conscience. Who can say what to-morrow has for the world? We are only a century and a half from Valley Forge and a century and a third from the adoption of the Constitution, and yet I can say with confidence that ours is a commanding position in the world to-day. The world could never settle its present day turmoils and complications without the helpfulness of American influence and example. Who shall say if we hold fast to the traditions of Valley Forge, what the future shall have in store?"

"I want an America of preserved conscience—I want an America of preserved righteousness—aye, an America clinging to the religious devotion which has been the anchorage of our civilization. Who shall say if we cling to these things what we may accomplish? We are already up in the world, but the sun of our national life has not yet fairly approached its meridian. It is only morning in our national life. What is a century and a third in national life? It is only a snap of the finger. Who can imagine in quaffing the cup of rational American optimism what the future may have in store? I can well believe that long before the sun of national life has passed its meridian—I can well believe that with maintained foundations the one hundred million of today will be the myriads of the future."

"I like to think of them all loyal Americans with faces to the front, marching on and on to achievement, clinging to their traditions, and joining in a great swelling chorus 'Glory be to God in the highest, on earth peace, goodwill to men.'"

After the address the Rev. W. Her-

# Hoboes to Race Over Continent For How's \$500

## "Saltbush Bill" and "Brakebeam Jack" Quit Bowery To-morrow; First at Barbary Coast Wins Money

### Both Experts at Game

### "Beg Handouts but No Cash" Is Only Rule in Contest; Get Farewell Breakfast

William West, otherwise "Saltbush Bill," an adventurer of the Australian back lots, and John Davis, "Brakebeam Jack," both protégés of James Eads How, eccentric millionaire of St. Louis, will depart from the International Brotherhood Welfare Association in the Bowery Tuesday morning at 8 o'clock, bound for the Barbary Coast, in San Francisco. The man first to arrive will cash Mr. How's check for \$500.

West is a well known character in Australia. He is said to have made his way penniless from end to end of the island continent and to be as well known in Ballarat as in Sydney or Melbourne. He left his usual haunts about a year ago and crossed the Pacific on a lumber ship sailing in ballast. From San Francisco he traveled eastward, finding, as he declares, no difficulty in applying rules of Australian hoboism to fit circumstances and conditions he encountered here.

Eleven Times Across Continent  
Davis, who has adventured penniless in nearly every country, but whose title to fame rests largely on the ease with which he annihilates space between New York and the West Coast, has made eleven transcontinental journeys, according to report, without expending a cent for transportation. West and Davis have engaged in a war of challenges for more than a year as to which of the two could travel faster by the hobo routes—brake beams, rods, blind baggage or coal cars. The controversy reached Mr. How's sympathetic ear and his offer of \$500 to the winner of this queer international match followed.

"We're allowed to beg hand-outs, but no money can be accepted," said "Saltbush Bill" last night. "I claim I've got the advantage of 'Saltbush' because I know more about American railways than he does," said Davis. "He's a genius as a ground coverer, I'll admit, but there's some things it pays a man to be wise to on this kind of a trip."

Prefers Electrified Line  
"I'm not going to ride the rods any more than I can 'elp," said the Australian roadster. "I know for one thing that the Milwaukee's better to ride over

A big gallery is expected to see the two tourists start on their journey. A farewell breakfast has been arranged. It will be the last meal they will get that they won't have to beg.

# Clemons

Established 1898

39TH & BROADWAY

## Were \$50 To-day \$38

### A Clearance OF ALL OUR \$50 YOUNG MEN'S SUITS

### Which makes it harder for our competitors and easier for you!

# Franklin Simon & Co.

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FIFTH AVENUE, 37th and 38th STS.

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### CANTON SILK CRÊPE AND SHANTUNG SUITS For Madame

## SUMMER calls for silks, and fashion calls for suits, so Franklin Simon & Co. translate suits into silk and the result is the ideal costume for smart summer wear.

### CANTON SILK CRÊPE SASHED SUIT, tuxedo coat, full plaited skirt, black, navy, brown, white or gray. 49.<sup>50</sup>

### SHANTUNG SILK SUITS, superior quality; Gracile, belt- ed, or tuxedo models; natural color. 35.<sup>00</sup>

WOMEN'S SUIT SHOP—First Floor

# "Say, Bill—

when you get that job done, here are a lot more."

"More! We've installed over 194,000 telephones in New York in the past 17 months. Are they coming in as fast as ever?"

"Just about. While you installers are connecting a thousand telephones, applications for nearly 900 more come in. That is one reason why it takes so long to cut down the waiting list."

## THE INSTRUMENT is only 2% of the equipment that makes the telephone system and it cannot be connected until the other part of the job is done. That other part is the biggest job and it takes the most time. It means new buildings, new cables, new switchboards, and other central office apparatus.

On January 1, 1920 there were unfilled applications for 41,150 new telephones on file. And while Bill and a host of other installers were working to cut down this list we received applications for 170,000 more telephones.

Even with the 194,000 telephones connected since January 1920 there remain today unfilled applications for 58,200 telephones.

It is a real job to catch up with New York City's demands for service and make the telephone system again able to give you

Telephone Service  
When and Where You Want It.

## NEW YORK TELEPHONE COMPANY

# HARRIMAN NATIONAL BANK

Fifth Avenue and 44th Street  
NEW YORK

## A Stitch in Time

The importance of our rail transportation systems to the life of the nation is never realized until we are deprived of their services, as by a tie-up, for example. The mere inconvenience to the traveler is nothing compared with the loss, often irretrievable, that may be suffered by trade.

The inability of the railroads to procure new equipment or even to pay for repairs is a grave menace to the return of prosperity. The railroads are far behind in their payments to the equipment companies, and here is a vast amount of frozen credit in the form of accounts receivable, for these are not re-discountable with the Federal Reserve Bank as a note would be. It is not so easy for a railroad to issue notes in payment for purchases as it is for a merchant. Meantime the equipment companies are borrowing like merchants with limited credit upon assigned accounts.

If this same condition continues until the very handsome crops which are now promised come to be moved, there will be such a shortage of equipment as will not only curtail prosperity, prolong inflation and increase prices again, but will bring upon the roads unjust blame and a revival of the propaganda for government ownership. The farming community deserves assistance, but unless this assistance extends to the transportation system it will be wasted.

It is all very well to advocate extending longer credits to the farmer and tempt him to commit himself, but if he accepts such credit and grows his crops only to find no means of transporting them to market, who shall be held accountable?

BANKING HOURS FROM 8 O'CLOCK A. M. TO 8 O'CLOCK P. M.  
SAFE DEPOSIT VAULTS OPEN FROM 8 A. M. TO MIDNIGHT